

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of meeting of September 24, 1998

Location: Commission Offices Bourse Building, 8th Floor 1 1 1 South Independence Mall, East Philadelphia, PA 19106

Membership Present	Representative
New Jersey Department of Community Affairs	Joyce Paul
New Jersey Department of Transportation	William S. Beetle John H. Moore
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	Timothy Carson
Pennsylvania Governor's Policy Office	(not represented)
Pennsylvania Department of Transportation	Gerald Fritz
Bucks County	Robert Moore
Chester County	Colin A. Hanna Charles C. Coyne William Fulton
Delaware County	John E. Pickeft
Montgomery County	Kenneth Hughes
Burlington County	Ridgeley P. Ware Carol Ann Thomas
Camden County	Gail Elbert
Gloucester County	Charles Romick

Mercer County	Donna Lewis
City of Chester	(not represented)
City of Philadelphia	Denise L. Goren
City of Camden	Edward Williams
City of Trenton	Andrew Carten
Non-Voting Members	
Federal Highway Administration	
New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
U.S. Department of Housing and urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region 11	(not represented)
New Jersey Office of State Planning	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	Robert G. Schwab
Delaware River Port Authority	(not represented)
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Lou Guerra
Pennsylvania Department of Community and Economic Development	(not represented)

DVRPC Counsel

Pennsylvania Co-Counsel Kenneth Zielonis New Jersey Co-Counsel Thomas Coleman

DVRPC Staff: John J. Coscia, John B. Claffey, Barry Seymour, William Greene, Donald Shanis, Charles Dougherty, Thabet Zakaria, Michael Ontko, Roger Moog, Candy Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Jerry Mooney
Al Prant

U.S. Department of Transportation
(Philadelphia Metro Office)

Janet Kampf

New Jersey Governor's Authorities Unit

Christine Leone-Zwilling

Delaware County

Thomas Shaffer

Philadelphia International Airport

Dennis Bouey

Call to Order

Chairman Hanna called the meeting to order at 10:35 a.m.

A warm welcome was given to Christopher G. Patton, Director of Capital & Long Range Planning, SEPTA. Mr. Patton replaces Richard Bickel as SEPTA's alternate representative to the Board.

Chairman Hanna awarded Ridgeley P. Ware, Burlington County, a gift for his dedicated service as Chairman of the Board from July 1, 1997 through June 30, 1998. Chairman Hanna also awarded John R. Maier a gift, who has resigned as the Gloucester County representative. Mr. Maier has over 23 years of dedicated service to the DVRPC Board.

Public Comments

Comments from the public were invited to be heard on non-agenda items. No comments were stated.

1. Minutes of Meeting of July 23,1998

On a **motion** by Mr. Ware, seconded by Ms. Goren; the minutes of July 23, 1998 were approved as distributed.

2. FY 1997-2000 Transportation Improvement Program (TIP) Amendments

John B. Claffey, DVRPC staff briefed the Board on the following TIP Amendments:

- a. Amendment 9749 - US 202/Wesftown Road Interchange Improvements
(Chester County)

Chester County has requested that DVRPC amend the TIP by adding the construction phase of the US 202/Wesftown Road Interchange Improvement project at a total cost of \$540,000 (\$432,000 federal, \$108,000 state). The project includes the signalization and channelization of the interchange. The engineering and right-of-way phases were completed using 100% local funds.

This amendment will not alter the TIP's conformity finding since the project is exempt from the Regional Air Quality Conformity Analysis.

- b. Amendment 9750- PA 132, Street Road Improvements (PennDOT)

PennDOT has requested that DVRPC amend the TIP by advancing the construction phase of the PA 132, Street Road Improvement project (TIP #5644) from FY2000 to FY1998 and increasing the amount programmed for construction from \$2.2 million to \$5.230 million. The \$3.03 million increase in construction cost is due to unanticipated drainage corrections.

This amendment will not alter the TIP's conformity finding since the concept and design scope of the project have not changed.

After favorable recommendation from the Planning Coordinating Committee Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC) the Board unanimously adopted the following **motion**:

MOTION by Ms. Goren, seconded by Mr. Carson; that the Board approve amending the FY 1997-2000 TIP as follows:

- a. Amendment 9749 - Chester County's request to include construction funds in FY 1998 for the signalization and channelization of the US 202 Westtown Road interchange, using \$540,000 in STP funds (80% federal, 20% state), and maintaining financial constraint by deferring the construction phase of TIP #8713, PA 113 Ridge Pike to PA 29

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Restoration in Montgomery County as agreed to be Montgomery County.

- b. Amendment 9750 - PennDOT's request to advance the construction phase of the signalization and channelization of PA 132, Street Road, in Upper and Lower Southampton and Bensalem Townships in Bucks County, from FY 2000 to FY 1998 (80% federal STP, 20% local) to reflect updated cost estimates, using funds from TIP #5651, PA 413, New Rodgers Road Corridor Improvement, and maintaining financial constraint by deferring the construction phase of TIP #0511, I-95 Phase I reconstruction, which has been delayed.

3. Regional Citizens Commiffee (RCC) Report

Dennis Winters, RCC Chairman, reported the activities of the RCC meeting of September 8, 1998. Mr. Winters called the Board's attention to the recommendations to the Board for September 24, 1998 (copy attached). Specifically, he reported on the RCC recommendations for inclusion into DVRPC's FY 2000 Planning Work Program. The Board requested clarification of the RCC's *Community Based Transit Service* recommendation. Mr. Winters explained that the RCC believes the wording under "New Project Description" in the FY 2000 Planning Work Program is misleading and inappropriate for this item. Since these services are not really community based but provide services from regional rail lines to jobs, it would be more appropriate to describe these services as access-to-jobs or reverse commute. It was agreed that the "New Project Description" for this item could be appropriately revised in the FY 2000 Planning Work Program.

Mr. Winters also reported that the RCC requests John J. Coscia, Executive Director, reiterate to the DVRPC staff the criteria for presenting highway and transit projects at the RCC meetings. He also requested that the Board support citizen involvement in the CMAQ and TE ranking process. Mr. Coscia assured Mr. Winters that attention would be given to these two matters.

Lastly, Mr. Winters stressed the RCC's support for the inclusion of housing studies in the FY 2000 Planning Work Program.

4. Philadelphia International Airport Expansion Plan

Dennis Bouey, Director, Philadelphia International Airport, presented to the Board the Airport Expansion Plans. Mr. Bouey pointed out the significant impact airports have on the economy and that expansion and continuous improvements are of great importance. Philadelphia is no exception and the plans for its expansion must be completed. The expansion plans for the Philadelphia International Airport

include: (1) a new International Terminal, (2) new gates for aircraft, (3) new

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commuter facilities, (3) a hydrant system for fuel, (4) improved vehicle entrance and exit ramps, and (5) a new parking garage.

5. Status of a Unified County and City GIS System

At its meeting of July 23, 1998, the Board requested DVRPC to survey member governments and operating agencies as to their needs for GIS applications as they relate to transportation planning. It is hoped that this effort will achieve a unified region-wide GIS system.

Michael Ontko, DVRPC staff, briefed the Board on the results of the survey (distributed to the Board) thus far. The survey requested objectives in a three-part question: a) what is your present system, b) what are your short-term plans, and c) if there were no constraints what would you want to achieve? Also, the survey requested listing the following components which are currently being used as follows: (1) hardware, (2) network, (3) OS/Platform, (4) Internet, (5) GIS Software, and (6) database.

The most common theme thus far from those responding is the desire for an appropriate digital imagery resource to be used for development of the controlled map base.

Staff will continue to gather responses from those counties, cities and operating agencies who have not responded and continue to report their findings to the Board.

6. Financial Guidance Received from PennDOT for the Development of the Pennsylvania TIP

Charles Dougherty, DVRPC staff, presented to the Board the status of the FY 1999-2002 Pennsylvania TIP. After explaining the new coordinated process being employed by PennDOT, the MPO's and LDD's in the state to re-engineer the TIP and Plan process, he presented a summary of the draft version of the PennDOT financial guidance for the FY 1999 program. Two categories for the distribution of funds have been established. These are: Core Program (highway funds, bridge funds, STU and CMAQ), and Add-Ons (Demo funds, federal aided interstate funds, Appalachian Development highway systems, transportation enhancement funds, and transportation safety program funds).

A concern was raised by the Board that some of the preliminary technical decisions already made on the CMAQ funding process may not concur with the federal guidelines. Federal guidelines for CMAQ projects include recommendations from stakeholders, community groups and non-profit organizations and these groups should be included in the process. Mr. Coscia stated that staff will prepare a "white

paper" and assured the Board that the process will be open to include all the stakeholders involved.

The FY 1999 TIP Schedule is as follows: (1) November 1998 - release of draft for 30-day public comment period, (2) December 1998 - public meetings and summary of comments, and (3) January 1999 - development of final recommendations and Board adoption of final TIP.

7. Executive Director's Report

a. Pennsylvania State Transportation Commission (STC) Meeting of August 28, 1998

Mr. Coscia reported on the Pennsylvania STC meeting of August 28, 1998 in Plymouth Meeting. A very enjoyable bus tour was given by PennDOT. Some of the sites visited were: the Packer Avenue Marine Terminal, the Philadelphia Navy Base, and the sites of several highway projects.

b. U.S. DOT Meeting of September 8, 1998

Mr. Coscia reported that U.S. DOT held a very well attended "listening" session on the TEA-21 on September 8, 1998 in the Harrisburg area. At the request of U.S. DOT, he gave a welfare-to-work statement and presentation at the meeting.

c. US 202, Section 300 Meeting of September 8, 1998

Mr. Claffey reported the results of the US 202, Section 300 meeting of September 8, 1998. Request for Proposals (RFP) were issued in August for consultant services to prepare the Environmental Clearance Documentation which must be done before implementing the project. RFP responses have been received and the Consultant Selection Committee is in the process of reviewing the RFP'S. A selection will be made in the near future.

At this point in the meeting, Mr. Winters called the Board's attention to the RCC's recommendations for the US 202, Section 300 project (copy attached). Specifically, he

commented on the congestion mitigation alternative study relating to the SEPTA R5
Downingtown/Paoli Line. He pointed out that frequency of service is not always the most
important factor in measuring regional rail service. Therefore, he hopes that all items listed in their
recommendations will be considered in the congestion mitigation alternatives.

d. Transportation for the 21st Century Conference, September 14, 1998

Mr. Coscia reported that the Transportation for the 21st Century Conference held on
September 14, 1998 was well attended and a very worthwhile conference.

e. DVRPC Board Retreat December 4, 1998

Mr. Coscia reminded the Board that the DVRPC Board Retreat has been scheduled for Friday,
**December 4, 1998 at the Forrestal At Princeton Hotel & Conference Center in New
Jersey.** A preliminary Agenda was distributed to the Board. Invitations and additional
information will be mailed to the Board members and alternates at a later date.

f. Federal Transit Administration (FTA), Region III December 9, 1998 in Philadelphia

Mr. Coscia reported that a FTA, Region III Conference is scheduled for December 9, 1998
in Philadelphia and a copy Regional Administrator Sheldon A. Kinbar's memorandum was
distributed to the Board. More information will be provided to the Board at a later date.

g. Federal Tr TEA-21 Listening Sessions, October 2, 1998 in Philadelphia

Mr. Coscia reported that FTA TEA-21 Listening Sessions will be held in
Philadelphia on October 2, 1998. The program is an effort to hear views on how we can best
implement TEA-21 and will be solely transit-related. A registration form and an outline of the
proposed program was distributed to the Board.

At this point in the meeting Vice Chairman Jerrold D. Colton assumed the Chair and continued the
Board meeting as Chairman. Chairman Hanna had to leave for a scheduled appointment.

8. Committee Reports

The items in the following committee reports were previously reported under the appropriate agenda items: (a) Planning Coordinating Committee/Regional Transportation (PCC/RTC), and (b) Regional Citizens Committee (RCC).

Mr. Coscia reported that the Board Work Program Committee met prior to the Board meeting. Among the items discussed were: (1) possible FY 2000 funding levels, and (2) consideration of seven new emphasis areas. The next meeting of

the Board Planning Work Program Committee is scheduled to be held preceding the October 22, 1998 Board meeting.

Reports from the Information Resource Exchange Group and the Goods Movement Task Force were distributed to the Board.

There being no further business, the meeting was adjourned at 12:20 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for September 24, 1998
- (2) RTC Recommendations to the Board for September 24, 1998

Additional Documents Distributed to the Board:

- (1) TIP Administrative Modification Report
- (2) Board Summary - Update for Census 2000 Sampling
- (3) Alert, September 1998
- (4) *Freight Lines*, September 1998
- (5) *TravelSmart*, September 17, 1998
- (6) Association of Metropolitan Planning Organizations Transportation FAX, September 16, 1998

**PLANNING COORDINATING COMMITTEE/
REGIONAL TRANSPORTATION COMMITTEE**

**RECOMMENDATIONS TO THE BOARD FOR
September 24, 1998**

**BOARD
AGENDA ITEM**

2. Pennsylvania TIP Amendments and New Jersey TIP Modification

a. TIP Amendment 9749

The RTC/PCC Recommend:

That the Board approved,- TIP Amendment 9749, Chester county's request to amend the FY 1997-2000 TIP to include construction funds in FY 98 for the signalization and channelization of the US 202/ Westtown Road interchange, using \$540,000 in STP funds (80% federal, 20% state), and maintaining financial constraint by deferring the construction phase of TIP#8713, PA 113 Ridge Pike to PA 29 Restoration in Montgomery County as agreed to by Montgomery County.

b. TIP Amendment 9750

The RTC/PCC Recommend:

That the Board approve TIP Amendment 9750, PennDOT's request to amend the FY 1997-2000 TIP to advance the construction phase of the signalization and channelization of

PA 132, Street Road, in Upper and Lower Southampton and Bensalem Townships in Bucks County, (TIP#5644) from FY 2000 to FY 1998 and to include \$3.03 million additional construction funds in FY 98 (80% federal STP, 20% local) to reflect updated cost estimates, using funds from TIP # 5651, PA 413, New Rodgers Road Corridor Improvement, and maintaining financial constraint by deferring the construction phase of TIP# 0511, 1-95 Phase I reconstruction, which has been delayed.

(OVER)

In Other Business:

- 1 The RTC approved TIP Modification 9814, New Jersey DOT's request to Modify the FY- 1998-2002 TIP to increase funding for TIP #3412C, Gloucester County FY 98 Resurfacing, by \$500,000; increase funding for TIP #1302, Hartford Road by \$300,000; and program \$1.996 million in FY 98 for advance utility work and reduce program construction funds in FY 1999 to \$3.754 million for TIP #3410A-B, CR 563 Paulsboro Bridge, using funds freed up from TIP#1296, CR 636 Creek Road Design overestimate, and deferral of TIP #0044A-E, Drainage Rehabilitation and Maintenance, and TIP #0067, Traffic Signal Replacement, which are not ready to advance. This Modification will be handled administratively.

DVRPC REGIONAL CITIZENS COMMITTEE

RECOMMENDATIONS TO THE BOARD FOR SEPTEMBER 24, 1998

BOARD

AGENDA ITEM

2. **PENNSYLVANIA TRANSPORTATION IMPROVEMENT PROGRAM @IP**
AMENDMENTS

The RCC recommends:

- a. TIP Amendment 9749 (US 202, Westtown Road Interchange)

That the Board approve TIP Amendment 9749.

- b. TIP Amendment 9750 ((PA 132, Street Road)

That the Board approve TIP Amendment 9750.

IN OTHER BUSINESS:

US 202, SECTION 300

Section 300 of US Route 202 serves, not only as part of the Philadelphia beltway but also, as a major corridor for travel between east-central Chester County and Center City, Philadelphia. The SEPTA R5 Downingtown/Paoli Line also provides mobility between this segment of Chester County and Center City.

Therefore, the RCC recommends that the following congestion mitigation opportunities relating to the SEPTA R5 Downingtown/Paoli Line be included for study in the upcoming US 202, Section 300 efforts:

- I. Upgrade signal, power and track at key locations to reduce travel time, improve reliability and lower operating costs. This should include the construction of Centralized Traffic Control (CTC) between Philadelphia and Thorndale;
 2. Improve stations and station platforms to ease boarding and alighting;
 3. Expand station parking ubiquitously to provide "just enough" to enable access for all who want to utilize the rail line. Presently, ridership growth on much of the line is parking constrained;
- Page I of 3
4. Provide 2+2 train seating with 22" wide seats to improve passenger comfort;
 5. Exploit the full ability of the rolling stock to operate more briskly -- both in the peak and the off-peak periods -- to improve travel time-;
 6. Service the outer half of the line with more express trains; and
 7. Improve bicycle and pedestrian access to rail stations and trains to encourage alternative modes of travel.

The RCC Transportation Subcommittee was informed that an increase in frequency of service on the SEPTA R5 Downingtown/Paoli Line will be studied as a congestion mitigation alternative. The line already has a higher frequency of service than any other SEPTA commuter rail line. Increasing frequency appears to be DVRPC's and SEPTA's reflexive response to the need for more attractive service where in fact there are four other parameters of service attractiveness: swiftness of trip, reliability, passenger comfort and station accessibility (parking). Regarding frequency, transit cannot compete with the automobile because the automobile's potential departure times are unbounded.

Unwarranted higher transit frequency dramatically drives up operating costs through the use of many expensive short consists, whereas attracting more passengers to existing consists, extending them as necessary, is inexpensive. In short, it's cheaper to operate fewer, fast, attractive, long trains than to operate many, slow, unappealing, short trains.

FY 2000 PLANNING WORK PROGRAM RECOMMENDATIONS:

The RCC adopted the following projects as their recommendations for inclusion In the FY 2000 Planning work Program:

Bicycle Facilities on Existing Highways -- this project should be continued and funding should be increased to provide for road user education (see attached description);

Suburban Bicycle Map (see attached description);

Pedestrian and Bicycle Travel Forecasting (see attached description);

Bike Parking at Transit Station Inventory (see attached description);

Center City Fare-Free Zone (see attached description);

Landside Access - Tioga Complex -- the RCC questions whether railroad access to the site is adequate;

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White Paper on Stress and Commuting -- the RCC recommends that DVRPC look at LA Metro Link Commuter Rail, which just completed a study on this issue;

Community Based Transit Service -- the RCC questions whether DVRPC is aware that the "Horsham Breeze" is not community based, but is run for reverse commuters. The wording in the "New Project Description" is misleading and inappropriate;

The RCC feels that extra funding should be provided to the Public Affairs **Office** to provide for such public participation events as workshops, outreach, additional RCC activities, etc. The RCC also recommends that a full-time position for an assistant in Public Affairs be reinstated;

Long-Term Economic and Social Efficiency of Locating Jobs in Center City (see attached description).

IN BUSINESS DEFERRED FROM JULY:

CRITERIA FOR HIGHWAY AND TRANSIT PROJECTS

The RCC will send a letter to John Coscia regarding the RCC's project evaluation criteria, urging their distribution within the agency and stating that these criteria will be addressed to each staff person making a presentation.

This letter will point out that these criteria were approved and sent to John Coscia approximately two years ago and are important for project evaluation. A copy of the criteria is attached to this document.

CMAQ RANKING PROCESS

The RCC recommends that the Board take a stand supporting citizen involvement in the CMAQ and TE ranking process, using a diverse stakeholder group as exemplified by the previous procedures under ISTEA; this process should be promoted in both Pennsylvania and New Jersey.

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DVRPC Proposed Work Program FY 2000 Projects

Bicycle Facilities on Existing Roadways: This project identifies corridors on existing roads where minimal improvements such as signs or striping, or more modest improvements, such as widening shoulders, can be made in order to develop a widespread bicycle network. DVRPC staff works with local municipalities, planning organizations and residents to determine which roads would be suitable for bicycle upgrades. Staff then compares the local input to projects currently on the TIP. Where possible, bicycle facilities are then incorporated into the planning process. Through the first phase of this project, a total of seventy miles of on road bicycle facilities have been recommended for Montgomery, Chester and Delaware counties. This project should be continued and expanded to help reach the goal of creating a region wide bike network, giving Delaware Valley residents a safe, usable system to bicycle for work, school, recreation and shopping.

Suburban Bicycle Map: The City of Philadelphia will be publishing a bike map to inform citizens about the Philadelphia Bike Network and educate people how to safely use the system. Included will be a map of on road bike lanes, bike paths, bike parking, bicycle laws and tips about how to safely bicycle on city streets. No current bicycle map exists for the region. A bicycle map that either covers the entire region, or serves as a companion piece to the Philadelphia map, would provide excellent access and information for citizens wanting to travel by bike for work, school, recreation or shopping throughout the region.

Pedestrian and Bicycle Travel Forecasting: As part of the Travel Simulation Model

Enhancement Program, Cambridge Systematics prepared a new component of the DVRPC travel simulation model. This model prepares estimates of the number of work and non-work related pedestrian and bicycle trips for each traffic analysis zone within the region. DVRPC's current travel simulation model does not consider these non-motorized travel modes, although TEA-21 legislation recommends including them. This project will apply this model to the entire region. These pedestrian and bicycle travel data will be essential for ongoing pedestrian and bicycle planning activities conducted by DVRPC and member governments.

Bike Parking at Transit Station Inventory: One of the key components to promoting intermodal bicycle/transit trips is to provide adequate, safe bicycle parking at transit stations. Currently, bike parking is spotty, with some stations providing full amenities (lockers and/or secure, protected racks) and some providing none, forcing many customers to lock their bikes to nearby signs and fences. SEPTA, is not aware of the bike parking facilities (or lack of) at many of its stations. A thorough inventory, tracked by a database (as NJ Transit does) and available at the SEPTA web site or through SEPTA customer service would be a valuable resource to customers who want to take SEPTA, but leave their car at home.

MEMORANDUM

Date: September 2, 1998

To: DVRPC/RCC Work Projects

From: Jane Glenn

Subject: FY 2000 Planning Work Program; Center -City "Fare-Free Zone"

FY1999 PLANNING WORK PROGRAM, New Project Descriptions, November 10, 1997

2. As the number of visitors to Center City Philadelphia increases, so does the need to move people more efficiently around the central core. In addition, SEPTA's base fare does not make it cost-effective to ride for short distances, and NJ Transit does not offer a Center-City-only fare, thus discouraging discretionary visits into Center City. Other cities around the country have instituted free downtown shuttle services in their CBDs to encourage transit use and reduce vehicular traffic and pedestrian conflicts. Modeled on free downtown shuttles in other cities, this study will examine economic impacts of and potential funding mechanisms for creating a "fare-free" zone in Center City Philadelphia to encourage more transit use.

Cost: \$35,000

Revision of Project 2; Center City Fare Improvements

As the number of visitors to Center City Philadelphia increases, so does the need to move people more efficiently around the central core. In addition, SEPTA's base fare does not make it cost-effective to ride

for short distances, and NJ Transit does not offer a Center-City only fare, thus discouraging discretionary visits into Center City. Other cities around the country have instituted free downtown shuttle services in their CBDs to encourage transit use and reduce vehicular traffic and pedestrian conflicts. Modeled on free downtown shuttles in other cities, this study will examine economic impacts of and potential funding mechanisms for creating a "fare-free" zone in Center City Philadelphia to encourage more transit use.

This study would include other potential fare improvements to Center City transit as well. Integrated fare modes between SEPTA and PATCO would allow pass holders to add a much needed link to Philadelphia's subway system. Transfers between PATCO, NJ Transit, SEPTA Regional Rail, and SEPTA Transit routes would augment the system and increase ridership. A "Transfer-Free Zone" for the CBD would produce similar results and may be easier to implement.

Draft for Proposed DVRPC Work Program Study:

8/10/98

Social and Economic Efficiency of Locating Large Numbers of
'Corporate jobs in Center City and Elsewhere

Discussion and Scope:

There has been much criticism of the dispersal of corporate jobs from Center City Philadelphia to various other locations. It is said that scattering of jobs results in more use of energy, longer commuting times, less use of public transportation, increased traffic congestion, more pollution and other deleterious social and economic effects on the region.

This study, utilizing DVRPC and other data, will generate a valid profile of the typical corporate worker in two cases, one whose job is located in Center City now and one whose job was moved elsewhere from Center City in the past decade. For each profile, the study will quantify the resources consumed on the job, resources consumed (including value of time, accidents, etc.) in commuting, pollution created on the job and in commuting, and all other major relevant factors.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of September 24, 1998

Location: Commission Officer Bourse Building, 8th Floor 111 South Independence Mall,
East Philadelphia, PA 19106

Membership Present	Representative
New Jersey Department of Community Affairs	Joyce Paul
New Jersey Department of Transportation	William S. Beetle John H. Moore
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	Timothy J. Carson
Pennsylvania Governor's Policy Office	(not represented)
Pennsylvania Department of Transportation	Gerald Fritz
Pennsylvania Counties	Robert Moore
New Jersey Counties	Ridgeley P. Ware Carol Ann Thomas
City of Philadelphia	Denise L. Goren
City of Camden	Edward Williams
DVRPC Counsel	
Pennsylvania Co-Counsel	Kenneth Zielonis
New Jersey Co-Counsel	Thomas Coleman

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Guests

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(Philadelphia Metro Office)

Janet Kampf

New Jersey Governor's Authorities Unit

Christine Leone-Zwillinger

Delaware County

Thomas Shaffer

Philadelphia International Airport

Dennis Bouey

Call to Order

Vice Chairman Jerrold D. Colton called the meeting to order at 12:21 p.m.

1. **Minutes of Meeting of July 23, 1998**

On a **Motion** by Ms. Goren, seconded by Mr. Ware; the minutes of July 23, 1998 were approved as distributed.

2. **Amendment of DVRPC Lease with the Bourse Building**

Mr. Coscia reported that when DVRPC re-located its Administrative Offices from the 5th floor to the 8th floor in April 1998, the Commission accepted 1 000 square feet less than was being rented on the 5th floor for its Administrative offices in order to realize significant savings both in terms of the lease agreement and the Commission's concurrent investment in modern telephone and Local Area Network (LAN) systems.

Since that time, an additional 3250 square feet of space has become available on the eighth floor and staff is proposing to lease that space for a fixed 5 year period concurrent with TEA-21 at the same \$16-\$17 per square foot rate in our present 8 year lease.

This action would allow DVRPC to fully pursue the many TEA-21 opportunities in areas such as Welfare-to-Work, ITS, and a region-wide shared GIS system.

The Board unanimously adopted the following **motion**:

MOTION by Mr. Ware, seconded by Mr. Beetle, that the Board authorize the Executive Director to enter into, negotiate, and execute a fixed five year amendment to the current lease for an additional 3250 square feet of space with the Bourse Building.

There being no further business, the meeting was adjourned at 12:23 p.m.

